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Kings Beach Community Plan

Chapter I - Introduction

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A. PURPOSE

The Kings Beach Community Plan (CP) is designed to serve as the guiding doctrine for land use related decisions in the area for the next ten years, approximately. In addition to the CP for the downtown Kings Beach area, CP's have also been prepared for the Tahoe Vista area, Stateline area, Kings Beach "Industrial" area in the vicinity of Speckled Ave., and the Carnelian Bay area.

The Plan establishes goals and objectives, special policies, programs, and strategies for funding and implementation. Elements of the Plan address land use, transportation, conservation, recreation, and public service.

The Plan further serves to assign commercial and tourist accommodation allocations, and to direct the redevelopment and rehabilitation of the community.

Pursuant to Chapter 14 of the TRPA Code of Ordinances, the Kings Beach Community Plan supersedes certain plans and regulations established by the TRPA Plan Area Statements (PAS) and the TRPA Code for the area within the Community Plan boundaries. For purposes of Placer County land use regulation, the Community Plan and the Placer County General Plan and implementing ordinances shall become one and the same. Upon adoption, the Community Plan (CP) is intended to serve as the mutual plan for all regulatory authorities.

B. BACKGROUND

The Plan was prepared as a joint effort between the Tahoe Regional Planning Agency (TRPA), Placer County and the community of North Tahoe. This is the product of numerous workshops, public meetings and input from a wide range of agencies, organizations and individuals. Work on the plan was guided by a Planning Team comprised of representatives from Placer County staff, TRPA staff, and citizens appointed by the Placer County Board of Supervisors. The Plan Team meetings served as a forum for public comment on the Plan.

The citizen volunteers of the Team included Janet Mize (Chairperson), Leah Kaufman, Lane Lewis, Ellen McBride, Hugh McBride, Virginia Walsh, Ken Foster, Jack Shumate, Bob McCormick, and Faradg Gilanfar.

The Planning Team provided input on all of the CP's previously identified, as well as on the Plan Area Statement updates on areas surrounding the CP's for the Placer County General Plan.

The area generally defined as downtown Kings Beach is that area extending from the vicinity of the Safeway Market at the western boundary, to the area of Chipmunk Street at the eastern boundary, and generally fronting on state Highway 28. The area is generally bounded on the north by Rainbow Avenue, and on the south by the lake.

Land use patterns in this area widely varied, although the predominant theme of businesses is tourist-related, with a sizeable number of motels, restaurants, and tourist-oriented retail shops.

A significant influence in the pattern of land use development over the years has been the nature of the subdivision of land of Kings Beach. Most, if not all, of the town was subdivided under the recorded Final Map of "Brockway Vista", which recorded in 1926. That subdivision laid out a typical grid system of rectangular lots, with most of small dimensions of 25 feet in width and 125 feet in depth. As a result, much of the development has been constrained by this pattern, with a large number of small structures, confined within their property size.

An inventory of the downtown area identified a total of approximately 180,000 sq. ft. of commercial floor space, of which approximately 26,000 sq. ft. is devoted to restaurant use, and 34,000 sq. ft. to grocery stores (most of which is taken up by the Safeway). Additionally, there are approximately 11,600 sq. ft. of professional office space in downtown Kings Beach, and approximately 380 of the 700 tourist accommodation units of the entire north shore.

Much of the downtown area has a fairly high percentage of impervious land coverage, in

excess of what would normally be permitted under the Bailey Land Capability system, although the CP rules do allow coverage "bonuses" under certain circumstances.

The Final Plan will present strategies for coverage reductions, where necessary and environmentally desirable.

In terms of land capability, there are two main drainage courses (Griff Creek and another unnamed tributary) that run through the CP, with surrounding Stream Environment Zones (SEZ) along those courses. Areas along the shoreline tend to also have environmentally sensitive land capability classifications, while most of the remaining back-drop area is Class 5 (high capability). The large extent of already developed, high capability land represents an opportunity for redevelopment as well as achievement of environmental objectives.

FIGURE 1

LOCATION MAP

C. COMMUNITY PLAN GOALS, OBJECTIVES, AND POLICIES

The foundation of the Community Plan are the goals, objectives, and policies. These elements establish the parameters that guide the formation of the Plan.

Kings Beach has historically been one of the primary commercial and recreational centers of the Tahoe basin and should continue in that role. Being one of the oldest communities in the basin, however, it is a community ready for rehabilitation and revitalization in a number of ways. The development of this Community Plan and the establishment of the Placer County Redevelopment Agency serve as two precursors of the potential that lies ahead for Kings Beach.

In addition to the goals of the Compact and the goals of the Regional Goals and Policies Plan, the following goals are adopted for the Kings Beach Community Plan. The related objectives for the goals are listed in the Community Plan Element. The objectives are implemented by specific and enforceable policies.

Urban Design and Development Goal: Ensure the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of Kings Beach and the Region.

Traffic Circulation and Parking Goal: Reduce dependency on the automobile and improve the movement of people, goods, and services within Kings Beach and the Region consistent with the economic and environmental goals of the Community Plan.

Public Service Facilities Goal: Public services and facilities should be upgraded to support existing and new development and to ensure attainment of environmental targets.

Commercial Development Goal: Maintain a balance between economic health and the environment by correcting past deficiencies in land use and being responsive to the needs and opportunities of Kings Beach.

Recreation Goal: Preserve and enhance the high quality recreational experience of Kings Beach and the Region.

D. VISION FOR 2007 PLAN

The Community Plan is a guide for the enhancement of Kings Beach as a regional commercial node and tourist area. Through a series of programs and policies found in the Plan Elements, it provides a guide to the achievement of the Goals and Objectives. The policies and programs of the Plan are designed to be flexible enough to incorporate the changes that will come through implementation.

Recognizing that there are many possible variations of project design and location established in the Community Plan, the Illustrative Plan is provided to give guidance when making the required Section 6.3 findings of consistency. The Vision Plan represents the summation and the coordination of the Kings Beach Community Plan Elements.

The text, map, and accompanying illustrations in this section are provided to indicate the overall planning direction of the Community Plan. They are intended for planning purposes and not as a specific set of enforceable standards. The actual standards of the Community Plan are found in the following Community Plan Elements and the Appendix.

Vision for Land Use:

A key part of the Community Plan is to provide the opportunity and incentive to upgrade and expand the businesses of Kings Beach. The Land Use Element envisions a cluster of distinct areas within Kings Beach unified with specific design elements (see Figure 2). Each area described below has a plan design theme and a list of suggested uses.

Downtown Commercial Area

Design Theme: The Plan envisions a pedestrian tourist village ("Old Tahoe") oriented toward the main street (State Route 28), and Lake Tahoe. The focus is on the State Park/Lake Tahoe which serves as the village square or green. The downtown will be pedestrian in scale and rely on shared parking, interconnecting sidewalks, wall to wall buildings, and

small plaza areas. State Route 28 and side street improvements will reflect a downtown street design in setbacks and landscaping. State Route 28 will function more as town main street than as limited access highway.

Land Uses: A mix of tourist retail and recreation commercial uses are preferred. These uses would include retail stores, arts and crafts shops, restaurants, and other uses found in a small tourist village.

East Entry Commercial Area

Design Theme: This area is the entry of State Route 28 into the commercial area of Kings Beach. The Plan envisions an attractive boulevard with an entry feature. The area is a transition from the downtown pedestrian area to the surrounding residential areas. The State Route 28 widens to four lanes as one enters the area. State Route 28 will function more as a limited access highway than a town main street. The street frontage improvements and setbacks are boulevard in nature.

Land Uses: This commercial area would contain a mixture of residential and commercial uses that are compatible with a scenic roadway.

West Entry Area

Design Theme: The West Entry Area provides the sense of entry into Kings Beach at the State Route 267/28 intersection. There are three distinct sub areas within this area. The total area would rely on an unified design concept. The coordinated improvements would include shared parking, interconnecting walkways, and multi-use of key recreation facilities. The street frontage improvements and setbacks are boulevard in nature.

Safeway Area: The commercial and recreation uses compatible with a boulevard design. The key attractions in the area are a commercial development anchored by a supermarket and the golf course.

Downtown Motel Area: The Plan envisions building on the established motel complexes, the lake front amenities, and the North Tahoe Conference Center to encourage the tourist overnight use of Kings Beach. The design concept is to establish a resort like atmosphere similar to that found in a resort town with amenities within walking distance.

North Tahoe Beach Center: This area would continue as a public beach recreation area but would be linked with the State Park with a shoreline trail.

Land Uses: The Safeway area would include residential serving commercial that is compatible with a scenic roadway. The rest of the area would contain a mixture of tourist

accommodation, supporting retail and restaurants, water oriented recreation, and resort amenities.

Back Street Commercial Area

Design Theme: The Plan envisions these back street areas as the location of service oriented commercial. This should be commercial that does not need or should not be located in the downtown tourist areas. Open space and landscaping would be concentrated to the boundaries along the residential district. Roads and parking would be designed for large vehicles.

Land Use: The back street area would contain the service uses that are inconsistent with retail shopping areas such as indoor repair services, small scale manufacturing, art studios, storage, offices, and other non-tourist oriented uses.

State Park Area

Design Theme: The Plan envisions a regional park of outdoor facilities to match the size of the community. The park will provide the linkage between the commercial district and Lake Tahoe. This area will be linked to the North Tahoe Beach Center by a shoreline trail.

Land Uses: This area should contain beach facilities, a community pier, boat launching, outdoor recreation concessions, play areas, day use park facilities, and outdoor ice skating.

Beach Street Tourist/Residential Area

Design Theme: The Plan envisions maintaining a tourist/residential of the Beach Street area. The area would be medium density mix of residential and tourist accommodation uses with no commercial uses.

Land Uses: This area should contain residential uses, tourist accommodation and compatible recreation uses.

Residential Area

Design Theme: The Plan envisions upgrading this residential area of cabins, trailers, old motels, apartments, and houses. The key is to develop a better distribution of density, not to increase it. The neighborhood should incorporate neotraditional planning features.

Land Uses: The area should contain a mixture of residential uses.

Vision for Transportation:

State Route 28 Improvements: The construction of the highway improvements will be in conjunction with the construction of sidewalks, curbs, drainage system, landscaping, utility undergrounding and lighting. State Route 28 will be modified as follows:

Entry Areas: State Route 28 will be improved to include four lanes (two in each direction with a median) Class II bikeways on each side, curb, and sidewalks. The improvements will be boulevard in nature.

Downtown Area: State Route 28 will be improved to include four lanes, parallel parking, Class II bikeways on each side, curbs, and sidewalks. The improvements will be consistent with a downtown area.

Community Parking Lot System and Shuttle: To meet parking requirements, mitigate State Route 28 improvements, achieve targets, and to provide for additional development, a series of parking lots will be constructed. Included with the lots is the implementation of a shuttle system to provide transit service to parking lots, beaches, parks, motels, and commercial areas. The location and size of the parking shall be based on an area-wide analysis/program developed by Placer County.

Water and Land Transit: Increased service from TART by increasing headway, by increasing the variety of vehicles, and by increasing the hours of operation. Opportunities for water transit are included in the State Park pier.

Downtown Pedestrian Facilities: The Plan calls for the construction of sidewalks on State Route 28 and the surrounding county streets. The conceptual design of the sidewalk system includes landscaping, lighting, trash receptacles, and bike racks. The sidewalk system will provide pedestrian safety, create a pedestrian orientation, and provide an environment for pedestrian oriented signage.

Vision for Conservation:

Drainage Improvements: The Plan envisions use of onsite drainage treatment systems in most areas. The exceptions would be the need for area-wide systems for the roadways and some areas of high coverage/high water table.

Stream Zone Improvements: Stream zone restoration will occur on Griff Creek and Baldy Creek.

Scenic Improvements: The Plan envisions implementation of design improvements and regulations related to a series of design theme/activity zones in the Kings Beach area. The

urban character is established by upgrading of the overall architectural quality by providing variety, by improving character, and by providing environmental improvements. Key roadway treatments are the boulevard entry improvements, the downtown improvements, and undergrounding utilities. Within each zone, the Plan calls for a coordinated appearance (not the same appearance), an emphasis preserving views, and the use of simple architecture.

Vision for Recreation:

Improved Lake Access: The Plan target requires an increase in Lake access. Some of the possible improvements are the expanded State Park area, lake recreation trail system and parking, increased beach access at the publicly owned beaches, and increased boat use.

Recreational Trail System: The Plan requires the implementation of a recreational/bike trail system mostly located along the Lake and State Route 28. Also, trails connecting the State Park with the Beach Center should be constructed. The map shows possible alignments.

Golf Course: The Brockway Vista Golf club house area will be upgraded and coordinated with the Safeway project. Future expansion to 18 holes will be considered.

Vision for Public Service:

North Tahoe PUD Complex: The NTPUD maintenance complex should be upgraded at National Avenue and the recreation offices by located in Kings Beach.

Figure 2

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Kings Beach Community Plan Chapter II - Land Use Element

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This Land Use Element is a supplement to the Land Use Element of the TRPA Goals and Policies Plan and the Placer County General Plan. Consistent with the Regional Plan, this Element sets forth the land use regulations for the Community Plan and provides a Community Plan Area Statement which replaces the existing Plan Area Statement.

A. KINGS BEACH COMMUNITY PLAN LAND USE REGULATIONS

Community planning is an option in which the local community in partnership with TRPA and local government may prepare their own plans and, to some extent, their own standards.

Chapter 14 of the TRPA Code of Ordinances sets forth the provisions for community planning. This section indicates what provisions of the TRPA Regional Plan are applicable and what standards are replaced with equal or superior standards.

This is a brief summary of standards applicable to the Kings Beach Community Plan. In general the standards of the TRPA Code apply except as noted by:

1. the Policies of the six Elements of this plan, replace Plan Area Statement policies;
2. the proposed mitigation fee program of Chapter VII, supplement TRPA programs;
3. the Community Plan Sign Ordinance (Appendix B), replaces Chapter 26;

4. the Community Plan Parking Ordinance (Appendix B), replaces Chapter 24; and
5. the Community Plan Design Review Standards and Guidelines (Appendix B), replaces Chapter 30.

Pursuant to Subsection 14.5.B of the Code, the following Community Plan Statement replaces the TRPA Plan Area Statements' regulations for this area.

This document is both a Placer County General Plan document and, to some extent, a Placer County land use regulatory document. In the case of the Land Use Element, the Plan Area Statements (PAS) included herein, will serve as the functional equivalent of zoning for those areas.

The detailed checklist of applicable standards in Appendix A is provided to assist in the review of projects within the Kings Beach Community Plan. The checklist also indicates which regulations are special to the Community Plan.

B. KINGS BEACH COMMUNITY PLAN AREA STATEMENT

This Community Plan Area Statement supersedes TRPA Plan Area Statements and Placer County Zoning within the Community Plan boundaries.

PLAN DESIGNATION:

Land Use Classification COMMERCIAL/PUBLIC SERVICE

Management Strategy REDIRECTION

Special Designation PRELIMINARY COMMUNITY PLAN AREA

TDR RECEIVING AREA FOR:

1. Existing Development
2. Multi-Residential Units

SCENIC RESTORATION AREA

ELIGIBLE FOR REDEVELOPMENT PLANS

MULTI-RESIDENTIAL INCENTIVE PROGRAM

DESCRIPTION:

Location: This is the commercial strip along Highway 28 in Kings Beach and is located on TRPA maps E-4 and F-4.

Existing Uses: The area is a mixture of commercial, recreation, and residential uses. The shorezone uses consist of motels, condominiums, single family dwellings, and public and private recreation. The area is 80 percent built out.

Existing Environment: The lands are classified 60 percent low hazard, 30 percent SEZ and 10 percent high hazard. The shorezone tolerance levels are 7, 6 and 1. Most of the wetlands have been filled. The land coverage for the total area is 45 percent plus an additional 15 percent disturbed. The land coverage plus disturbance is 90 percent in the commercial areas.

PLANNING STATEMENT:

This area should continue to serve the regional tourist and commercial needs of the north shore. The area should be redeveloped to concentrate use, restore stream environment zones, and increase shorezone access. The overall planning goal is to provide an attractive destination resort community.

PLANNING CONSIDERATIONS:

1. The commercial development needs to be upgraded and revitalized.
2. The commercial development is a "strip" and the four lane highway has adversely affected the character of the community. Programs should be implemented to facilitate pedestrian activity along the State Highway.
3. The prime fish habitat in Lake Tahoe is tentatively identified for habitat restoration.
4. The Griff Creek Stream Restoration Project, completed in 1985, substantially improved the stream environment zone and fish habitat in the area where Griff Creek passes under Highway 28.
5. Scenic Roadway Unit 20 and Scenic Shoreline Unit 21 are within this Plan area and the roadway unit is targeted for scenic restoration as required by the scenic threshold.
6. There is a narrow littoral strip of land claimed by Placer County in the western portion of this Plan area.

OBJECTIVES AND SPECIAL POLICIES:

Urban Design and Development:

1. The overall theme for Kings Beach is "Major Tourist Accommodation, Retail, and Services." The themes for the subareas of the Community Plan are implemented through the Special Areas. Commercial activities with direct frontage on State Route 28 should be oriented toward tourist needs, e.g. accommodation, dining, and retail sales. The Plan encourages a mix of tourist, commercial, and residential uses, but encourages service oriented commercial to be located off State Route 28. The State Park area should be looked upon as the town center or town plaza with a concentration of tourist-related uses around it.

a. Policy: In **Special Area 1** (Downtown Area Commercial), tourist-oriented commercial uses are the predominant theme. This area represents the "heart" of the downtown Kings Beach Community, and generally fronts on State Route 28. This area has historically had a wide range of commercial activity not always compatible among themselves and not always appropriate for a tourist-oriented economy. The policy of this Plan is to keep the types of activities more homogeneous and oriented to the visiting public.

b. Policy: In **Special Area 2** (East and West Entry Commercial Areas), more emphasis is placed on commercial services oriented more to the local population, such as auto repair, building materials and hardware, laundries and dry cleaning, and storage yards, to name a few. These areas are generally at the entrance points at either end of the commercial districts.

c. Policy: In **Special Area 3** (Recreation Area), permissible uses are oriented toward outdoor recreation activities. This area is generally defined geographically on the State Beach area, and is bounded generally between State Route 28 and the lake, in the middle of the downtown area. Limited commercial activity is permitted to reflect the historical relation between lake-front recreation and tourist-related commercial activities.

d. Policy: In **Special Area 4** (Tourist Accommodation), tourist oriented uses are encouraged by the permissible use list. This area is located generally at the western edge of the Community Plan, primarily fronting State Route 28. Tourist accommodation uses have been established in this area historically, and should continue to be a primary land use.

2. The urban design concept is to build on Kings Beach's tourist/recreation amenities which provide an anchor of activity in the center of the area. Further, the location of the neighborhood commercial area provides commercial services to the surrounding PASs. Development shall be consistent with these uses and shall provide a human scale of walkway, signing, landscaping, and street lighting improvements. The State Route should have a main-street look rather than that of fast traveled highway.

a. Policy: All projects, as a condition of approval, shall implement or commit to a five year schedule to implement, the improvements noted in Transportation Policy 5 A (see Chapter 19 of Appendix B). This condition may be waived if the project is in an assessment district already committed to the improvements.

b. Policy: All projects shall be subject to the Placer County Standards and Guidelines for Signage, Parking and Design (Appendix B).

c. Policy: For the Placer County project review process for design review and signage, retain the existence and participation of the North Tahoe Design Review Committee. TRPA should consider the recommendations of the Committee prior to taking action on any project subject to Committee review.

3. Encourage rehabilitation by the remodeling, upgrading, and aesthetic improvement of buildings and structures in need of such improvements. Correcting existing urban "blight" is a key objective of this Plan.

a. Policy: Projects which provide substantial rehabilitation by remodeling, upgrading, or other aesthetic improvements shall be eligible for the incentives listed in Incentive Subelement of the Implementation Element.

b. Policy: The Redevelopment Agency should concentrate on the downtown area and other areas in need of upgrading. The focus should be on rehabilitation, code enforcement, provision of low-to-moderate housing, facade improvement, property assembly, parks and recreation facilities, parking, beach access, and infrastructure improvements.

c. Policy: TRPA and Placer County staff should provide quick and responsive project review through a coordinated review process.

4. Encourage the upgrading or replacement of commercial advertising signs that detract from the aesthetic appearance of the community.

a. Policy: Outdoor advertising shall be subject to the standards and guidelines established in the Placer County Standards and Guidelines for Signage, Parking and Design (Appendix B).

b. Policy: Nonconforming signs shall be subject to an amortization plan and incentive program to provide for the eventual elimination or replacement of such signs.

5. Complete the undergrounding of overhead utilities for Kings Beach. Undergrounding

of utilities on State Route 267 should be given priority, with the back-street areas to follow.

a. Policy: Pursuant to the general recommendations for scenic improvements in Chapter IV, all projects within the scenic corridor shall be responsible for removing, relocating or screening overhead utilities as a condition of project approval. TRPA may waive this requirement if the project is part of an undergrounding program or the undergrounding has been determined by TRPA not to be necessary to meet the scenic targets of this Plan.

6. Integrate more landscaping into both private development and public projects.

a. Policy: Projects with existing coverage in excess of 75% of their project area, shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area or, if not feasible, off-site in a related area. This condition may be waived by the Design Review Committee, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.

7. Implement the recommendations described in the Conservation Element, Scenic Target, for improving overall scenic quality.

a. Policy: The Design Review Committee shall consider the recommendations of the Scenic Target section of Chapter IV when reviewing projects and, where appropriate, incorporate conditions of approval to implement the recommendations of the Scenic Target section or the equal or superior recommendations of the applicant.

8. Preserve and enhance scenic views to Lake Tahoe and to other prominent areas of special interest.

a. Policy: Projects located between the designated scenic corridors and Lake Tahoe shall not cause a reduction of the views of Lake Tahoe from the corridors. TRPA may consider as an alternative, offsite improvements if it is determined there is a net increase in the lake views within the scenic unit.

9. The development of better quality affordable housing is a primary goal of this Plan for the neighborhoods in and surrounding the CP.

a. Policy: An employee housing mitigation program shall be required of projects creating jobs for 20 or more employees.

Commercial Development:

1. The Plan acknowledges the community's tourist orientation and the critical role of recreation in the Kings Beach economy. Tourism is the foundation of the economic base and its interrelationship with recreation should continue to be fostered.
2. Encourage development and/or activities that will enhance the "year round" economy.
3. Special event area for arts and crafts shows, seasonal sales, and other similar events shall be established. Arts and cultural events are encouraged as part of the theme for Kings Beach.
 - a. Policy: Special event area for arts and crafts shows, seasonal sales, farmer's market, boat shows and other similar events shall be considered in the State Park area. The design and regulation of the area by the County or NTPUD should allow such events to occur as activities not subject to TRPA review.
 - b. Policy: The Plan allows for the establishment of galleries and working studios. Living spaces for the artist inside and working space outside shall be considered special uses. Outside display of art onsite or offsite shall require review of the Design Review Committee.

Traffic Circulation and Parking: (See Chapter III, Transportation Element, for transportation related objectives and policies.)

Recreation: (See Chapter V, Recreation Element, for recreation related objectives and policies.)

Public Service Facilities: (See Chapter VI, Public Services Element, for public service related objectives and policies.)

PERMISSIBLE USES: Pursuant to Chapter 18 PERMISSIBLE USES and, if applicable, Chapter 51 PERMISSIBLE USES AND ACCESSORY STRUCTURES IN THE SHORELINE AND LAKEZONE of the TRPA Code of Ordinances, the following primary uses may be permitted within all of a portion of the Community Plan Area. The list indicates if the use is allowed (A) or must be considered under the provision for a special use (S). Special uses require either a "Conditional Use Permit" (CUP), or "Minor Use Permit" (MUP), as set forth in the Placer County Zoning Ordinance. The following "S" uses shall be MUPs unless otherwise noted. Existing uses not listed shall be considered nonconforming uses within this Plan Area. The establishment of new uses not listed shall be prohibited within this Plan Area.

The definitions of terms used in the Section on Permissible Uses are those found in Chapters 2 (Definitions) and 18 (Permissible Uses), of the TRPA Code.

Special Area #1 - (Downtown Commercial Area). The following list of permissible uses is applicable throughout the Special Area.

Residential	Employee housing (S), Multiple family dwelling (S), Multi-person dwelling (S), Residential care (S) * New single family dwellings that are not accessory to a commercial use are not permitted. However, single family dwellings existing as of the date of Plan adoption are not assigned nonconforming status. Single family dwellings in existence as of the date of Plan adoption may be reconstructed on the same parcel(s). Single family dwellings in conjunction with a valid commercial enterprise are considered an accessory use and follow the permit requirements of the primary use.
Tourist Accommodation	Bed and breakfast facilities (A); Hotel, motel, and other transient dwelling units up to 20 units (A), greater than 20 units (S/CUP)
Commercial	
Retail	Building materials and hardware (S), Eating and drinking places (A), Food and beverage retail sales (A), Furniture, home furnishings and equipment (A), General merchandise stores (A), Mail order and vending (A), Nursery (A), Outdoor retail sales (S), Service stations (S/CUP)
Entertainment	Amusements and recreation services (A), Outdoor amusements (S),
Services	Animal husbandry services (A), Broadcasting studios (A), Business support services (A), Financial services (A), Health care services (A), Personal services (A), Professional services (A), Sales lots (S), Schools - business and vocational (A)
Light Industrial	Printing and publishing (A), Small scale manufacturing (S),
Wholesale/Storage	Vehicle storage and parking (S)

Public service

General Churches (S), Collection stations (A), Cultural facilities (A), Day care centers (A), Government offices (S), Hospitals (A), Local assembly and entertainment (A), Local post office (A), Local public health and safety facilities (A), Membership organizations (A), Schools - college (A), Schools - kindergarten through secondary (A), Social service organizations (A)

Linear Public Facilities Pipelines and power transmission (S), Transit stations and terminals (S), Transportation routes (S/CUP), Transmission and receiving facilities (S)

Recreation

Urban Recreation Day use areas (A), Recreation centers (A), Participant sports facilities (S),

Developed Outdoor Recreation Beach recreation (A), Boat launching facilities (A), Golf courses (S), Outdoor recreation concessions (S), Marinas (S), Recreational vehicle park (S), Riding and hiking trails (A), Visitor information center (A)

Dispersed Outdoor Recreation Allowed in all areas of the region

Resource Management

Timber Management Reforestation (A), Sanitation salvage cut (A),

Open Space Allowed in all areas of the region

Vegetation Protection Fire detection and suppression (A), Fuels treatment/management (A), Insect and disease suppression (A), Prescribed fire/burning management (A), Sensitive plant management (A), Uncommon plant community management (A)

Watershed Improvements	Erosion control (A), Runoff control (A), Stream environment zone restoration (A)
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Special Area #2 - (East Entry Commercial Area). The following list of permissible uses is applicable throughout the Special Area.

Residential	Employee housing (S), Multiple family dwelling (S), Multi-person dwelling (S), Residential care (S), Single family dwelling (A)
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Tourist Accommodation	Bed and breakfast facilities (A), Hotel, motel, and other transient dwelling units up to 20 units (A), greater than 20 units (S/CUP), timesharing (hotel/motel design) (S), and timesharing (residential design) (S).
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Commercial

Retail	Building materials and hardware (S), Eating and drinking places (A), Food and beverage retail sales (A), Furniture, home furnishings and equipment (A), General merchandise stores (A), Mail order and vending (A), Nursery (A), Outdoor retail sales (S), Service stations (S/CUP)
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Entertainment	Amusements and recreation services (A), Outdoor amusements (S)
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Services	Animal husbandry services (A), Broadcasting studios (A), Business support services (A), Financial services (A), Health care services (A), Personal services (A), Professional services (A), Sales lots (S), Schools - business and vocational (A)
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Light Industrial	Printing and publishing (A), Small scale manufacturing (S)
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Wholesale/Storage	Vehicle storage and parking (S)
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Public Service

General Churches (S), Collection stations (A), Cultural facilities (A), Day care centers (A), Government offices (S), Hospitals (A), Local assembly and entertainments (A), Local post office (A), Local public health and safety facilities (A), Membership organizations (A), Schools - college (A), Schools - kindergarten through secondary (A), Social service organizations (A)

Linear Public Facilities Pipelines and power transmission (S), Transit stations and terminals (S), Transportation routes (S/CUP), Transmission and receiving facilities (S)

Recreation

Urban Recreation Day use areas (A), Recreation centers (A), Participant sports facilities (S)

Developed Outdoor Recreation Outdoor recreation concessions (S), Recreational vehicle park (S), Visitor information center (A)

Dispersed Outdoor Recreation Allowed in all areas of the region

Resource Management

Timber Management Reforestation (A), Sanitation salvage cut (A)

Open Space Allowed in all areas of the region

Vegetation Protection Fire detection and suppression (A), Fuels treatment/management (A), Insect and disease suppression (A), Prescribed fire/burning management (A), Sensitive plant management (A), Uncommon plant community management (A)

Watershed Improvements Erosion control (A), Runoff control (A), Stream environment zone restoration (A)

Special Area #2 - (West Entry Commercial Area). The following list of permissible uses is applicable throughout the Special Area.

Residential	Employee housing (S), Multiple family dwelling (S), Multi-person dwelling (S), Residential care (S), Single family dwelling (A)
Tourist Accommodation	Bed and breakfast facilities (A), Hotel, motel, and other transient dwelling units up to 20 units (A), greater than 20 units (S/CUP)
Commercial	
Retail	Building materials and hardware (S), Eating and drinking places (A), Food and beverage retail sales (A), Furniture, home furnishings and equipment (A), General merchandise stores (A), Mail order and vending (A), Nursery (A), Outdoor retail sales (S), Service stations (S/CUP)
Entertainment	Amusements and recreation services (A), Outdoor amusements (S),
Services	Animal husbandry services (A), Broadcasting studios (A), Business support services (A), Financial services (A), Health care services (A), Personal services (A), Professional services (A), Sales lots (S), Schools - business and vocational (A)
Light Industrial	Printing and publishing (A), Small scale manufacturing (S),
Wholesale/Storage	Vehicle storage and parking (S)
Public Service	
General	Churches (S), Collection stations (A), Cultural facilities (A), Day care centers (A), Government offices (S), Hospitals (A), Local assembly and entertainment (A), Local post office (A), Local public health and safety facilities (A), Membership organizations (A), Schools - college (A), Schools - kindergarten through secondary (A), Social service organizations (A)

Linear Public Facilities	Pipelines and power transmission (S), Transit stations and terminals (S), Transportation routes (S/CUP), Transmission and receiving facilities (S)
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Recreation

Urban Recreation	Day use areas (A), Recreation centers (A), Participant sports facilities (S)
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Developed Outdoor Recreation	Beach recreation (A), Boat launching facilities (A), Golf courses (S), Outdoor recreation concessions (S), Marinas (S), Recreational vehicle park (S), Riding and hiking trails (A), Visitor information center (A)
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Dispersed Outdoor Recreation	Allowed in all areas of the region
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Resource Management

Timber Management	Reforestation (A), Sanitation salvage cut (A)
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Open Space	Allowed in all areas of the region
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Vegetation Protection	Fire detection and suppression (A), Fuels treatment/management (A), Insect and disease suppression (A), Prescribed fire/burning management (A), Sensitive plant management (A), Uncommon plant community management (A)
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Watershed Improvements	Erosion control (A), Runoff control (A), Stream environment zone restoration (A)
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Special Area #3 (Recreation Area): The following list of permissible uses is applicable throughout the special area.

Commercial

Retail	Retail sales (S), Outdoor retail sales (S), Eating and drinking establishments (S)
Entertainment	Outdoor amusements (S)
Public Service	
General	Cultural facilities (A), Day care centers (A), Government offices (A), Membership organizations (A), Publicly owned assembly and entertainment (A), Social service organizations (A)
Linear Public Facilities	Pipelines and power transmission (S), Transit stations and terminals (S), Transportation routes (S/CUP), Transmission and receiving facilities (S)
Recreation	
Urban Recreation	Day use areas (A), Recreation centers (A), Participant sports facilities (A), Sport assembly (A)
Developed Outdoor Recreation	Beach recreation (A), Boat launching facilities (A), Group facilities (A), Outdoor recreation concessions (S), Marinas (S), Riding and hiking trails (A), Visitor information center (A)
Dispersed Outdoor Recreation	Allowed in all areas of the region
Resource Management	
Timber Management	Reforestation (A), Sanitation salvage cut (A)
Wildlife and Fishes	Early successional stage vegetation management (A), Nonstructural fish habitat management (A), Nonstructural wildlife habitat management (A), Structural fish habitat management (A), Structural wildlife habitat management (A)
Open Space	Allowed in all areas of the region

Vegetation Protection	Fire detection and suppression (A), Fuels treatment/management (A), Insect and disease suppression (A), Prescribed fire/burning management (A), Sensitive plant management (A), Uncommon plant community management (A)
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Watershed Improvements	Erosion control (A), Runoff control (A), Stream environment zone restoration (A),
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Special Area #4 - (Beach Street Tourist/Residential Area): The following list of permissible uses is applicable throughout the Special Area.

Residential	Employee housing (S), Multiple family dwelling (S), Multi-person dwelling (S), Single family dwelling (A)
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Tourist Accommodation	Bed and breakfast facilities (A), Hotel, motel and other transient dwelling units, up to 20 units (A), greater than 20 units (S), Time sharing (hotel/motel design) (S), Time sharing (residential design)(S)
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Commercial

Retail	Eating and drinking places (A), Service stations (S)
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Entertainment	Amusements and recreation services (A), Privately owned assembly and entertainment (A), Outdoor amusements (S)
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Services	Business support services (A), Financial services (A), Health care services (A), Personal services (A), Professional offices (A), Schools - business and vocational (A), Schools - pre-schools (A), Secondary storage (S)
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Wholesale/Storage	Vehicle storage and parking (S)
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Public Service

General	Churches (S), Collection Stations (S), Cultural facilities (S), Day care centers (A), Government offices (A), Hospitals (S), Local assembly and entertainment (A), Local post office (A), Local public health and safety facilities (A), Membership organizations (A), Publicly owned assembly and entertainment (A), Schools - college (S), Schools - kindergarten through secondary (S), Social service organizations (A)
Linear Public Facilities	Pipelines and power transmission (S), Transit stations and terminals (S), Transportation routes (S), Transmission and receiving facilities (S)
Recreation	
Urban Recreation	Day use areas (A), Recreation centers (S), Participant sports facilities (A), Sport assembly (S)
Developed Outdoor Recreation	Beach recreation (A), Boat launching facilities (A), Cross country skiing courses (A), Developed campgrounds (S), Golf courses (S), Group facilities (S), Outdoor recreation concessions (S), Marinas (S), Recreational vehicle park (S), Riding and hiking trails (A), Rural sports (A), Visitor information center (A)
Dispersed Outdoor Recreation	Allowed in all areas of the region
Resource Management	
Timber Management	Reforestation (A), Sanitation salvage cut (A), Thinning (A), Timber stand improvement (A), Tree farms (A)
Wildlife and Fishes	Early successional stage vegetation management (A), Nonstructural fish habitat management (A), Nonstructural wildlife habitat management (A), Structural fish habitat management (A), structural wildlife habitat management (A)
Open Space	Allowed in all areas of the region

Vegetation Protection Fire detection and suppression (A), Fuels treatment/management (A), Insect and disease suppression (A), Sensitive plant management (A), Uncommon plant community management (A)

Watershed Improvements Erosion control (A), Runoff control (A), Stream environment zone restoration (A)

Shorezone: Within the specified shorezone tolerance district, the following primary uses may be permitted in the backshore, nearshore, and foreshore. Accessory structures shall be regulated pursuant to the regulations applicable to the primary use upon which they are dependent in accordance with Chapter 18. The following structures may be permitted in the shorezone as an allowed (A) or special (S) use only if they are accessory to an existing, allowed use located on the same or adjoining littoral parcel.

Tolerance Districts 6 and 7

Primary Uses Water oriented outdoor recreation concessions (S), beach recreation (A), water borne transit (A), tour boat operations (S), safety and navigation facilities (A), marinas (S), boat launching facilities (S), and salvage operations (S).

Accessory Structures Buoys (A), piers (A), fences (S), boat ramps (A), structures, break-water or jetties (S), shoreline protective structures (S), water intake lines (A), and floating platforms and docks (A).

MAXIMUM DENSITIES:

Pursuant to Chapter 21 DENSITY, the following list establishes the maximum allowable densities that may be permitted for any parcel located within the Plan area. The actual development permitted may be further limited by transfer of development rights limitations, residential density incentive program, special use determinations, allocation limitations, and general site development standards.

USE	MAXIMUM DENSITY
Residential	

Single Family Dwelling	1 unit per parcel
Multiple Family Dwelling	15 units per acre
Multi-person Dwelling	25 people per acre
Nursing and Personal Care	25 people per acre
Residential Care	25 people per acre

Employee Housing as per the limitation above

Tourist Accommodation

Bed and Breakfast	10 units per acre
Hotel, Motel and other Transient Units	
· with less than 10% of units with kitchens	40 units per acre
· with 10% or more units with kitchens	15 units per acre
Timeshare	As per the limitations set forth in this table

RESIDENTIAL BONUS UNITS: Pursuant to Chapter 35, the maximum number of residential bonus units which may be permitted for this Community Plan area is 0 units.

TOURIST ACCOMMODATION BONUS UNITS: Pursuant to Chapter 35, the maximum number of tourist accommodation units which may be permitted for this Community Plan area is 0 units.

ADDITIONAL DEVELOPED OUTDOOR RECREATION: The following are the targets and limits for additional developed outdoor recreation facilities specified in Chapter 13 to be located within this Community Plan area. Specific projects and their timing are addressed in Chapter V and the TRPA Five-Year Recreation Program pursuant to Chapter 33 Allocation of Development. The following additional capacities allowed are measured in persons at one time:

SUMMER DAY USES	750 PAOT
WINTER DAY USE	0 PAOT
OVERNIGHT USES	0 PAOT

COMMERCIAL FLOOR AREA ALLOCATION: Pursuant to Chapter 33, the maximum amount of commercial floor area which may be allocated for additional development in the Community Plan area until December 31, 1996 is 40,000 square feet.

MAXIMUM CUMULATIVE NOISE LEVEL: The maximum cumulative noise

equivalent for this Community Plan area is as follows:

1. Where applicable, a maximum 55 CNEL override for the Highway 28 corridor is permissible.
2. The maximum CNEL for Special Area 4 and 4 is 55 CNEL.
3. The maximum CNEL for all areas of the Community Plan except as noted in 1 and 2 above is 65 CNEL.
4. The maximum CNEL for shorezone tolerance districts 6 and 7 is 55 CNEL and the maximum for the lakezone is 50 CNEL.

The following noise standards shall also be met:

Performance standards for stationary or industrial noise sources or projects affected by stationary or industrial noise sources (as measured at the property line of a noise-sensitive receiving use)

	Daytime	Nighttime
Noise Level Descriptor	(7 a.m. - 7 p.m.)	(7 p.m. - 7 a.m.)
Hourly L_{eq} , dB	55	45
Maximum Level, dB	75	65

Each of the noise levels specified above should be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

MINIMUM LOT SIZE: The minimum lot size requirement shall be as follows: 6,000 sq. ft. for corner lots, 5,000 sq. ft. for interior lots, for all commercial uses. For residential uses, 10,000 sq. ft. shall apply.

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Kings Beach Community Plan Chapter III - Transportation Element

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This Transportation Element is a supplement to the TRPA Regional Transportation Plan (RTP/AQP) and the Placer County Transportation Element. Consistent with the RTP, this element lists the specific objectives and policies applicable to the Kings Beach Commercial Community Plan and describes the improvements recommended to implement the Plan. Specific capital improvements and schedules are found in Chapter VII, Implementation Element.

A. EXISTING TRANSPORTATION SYSTEM

Streets and Highways

The private automobile is the primary mode of transportation in the Lake Tahoe Basin. State Route 28 is the main vehicle route in and through the Kings Beach Commercial Community Plan area.

State Route 28 is the link between Incline Village, Nevada and Tahoe City, California along the north shore of Lake Tahoe. It has a terminus at the Tahoe City Wye where it meets State Route 89. Within the Plan area, State Route 28 consists of four travel lanes, two through lanes in each direction.

The other major roadway in the CP is State Route 267. This road is a two lane highway connecting State Route 28 with Truckee and Interstate 80.

Parking Facilities

Parking within the Community Plan area is composed of a mixture of public parking (located in the State Route 28 and County street rights-of-way) and private parking. Currently, during peak periods, there is a shortage of parking spaces for beach area parking. public spaces along State Route 28 are a combination of parallel and angled spaces, located adjacent to the State Route travel lanes. Parking movements into and out of these public spaces are often in conflict with the State Route 28 through movements.

Transit Facilities

The Kings Beach Commercial Community Plan area is currently serviced by the Tahoe Area Regional Transit (TART) system. This is the only regularly scheduled public transit system provided on the North and West Shores. TART operates seven days a week from 6:30 a.m. to 7:00 p.m., except on Christmas, and services the entire Plan area along State Route 28. Service headways are every 60 minutes. (Operation hours information revised 1/30/04)

In late 1994 Placer County will implement complementary paratransit service for people with disabilities. The demand response service is required under the Americans with Disabilities Act for disabled persons that can not use regular fixed route transit service. Potential clients must complete a preliminary eligibility application in order to qualify for paratransit service.

Other transit systems available within the Plan area include a demand responsive social service system provided by the Volunteer Center of Placer County. This service is available to clients over 60 years of age, handicapped and low income residents. Many ski resorts also provide a ski shuttle service.

Pedestrian Facilities

With the exception of a few designated crosswalk areas and some on-site sidewalks, pedestrian facilities are almost nonexistent in the Plan area. Pedestrians often share the same right-of-way as the highway traffic which presents safety issues. Additional pedestrian facilities such as cross-walks or center medians have been cited as needed improvements.

Bicycle Facilities

Presently, there are no designated bicycle facilities connecting the commercial and recreational facilities found through the Community Plan area. Bicyclists often share the same right-of-way as the highway traffic, which is not as desirable a situation as separated bike trails.

B. TRANSPORTATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the transportation goal found in the Community Plan Goals Section of Chapter I of this Plan. To meet the objectives, the following specific policies are adopted as standards.

1. Provide a safe and efficient transportation system for the residents of the Kings Beach area and others who use the system.

a. Policy: The level of service on major roadways (i.e. arterial and collector routes as defined by Placer County) shall be LOS D, and signalized intersections shall be at LOS D (Level of Service E may be acceptable during peak periods, not to exceed four hours per day).

b. Policy: Provide for the various functions currently accommodated in the public right-of-ways (e.g. through vehicle traffic, parking search, pedestrian activity, bicyclist activity, and parking).

c. Policy: Implement a parking management program that provides: adequate parking, limits traffic, considers connections between parking lots, encourages community parking lots, and complements transit.

d. Policy: When designing transportation improvements, consider traffic calming strategies such as alternate truck routes, speed reductions on State Route 28, entry features, highlighted pedestrian cross walks, etc.

2. Provide for sufficient capital improvements to meet the level of service target, meet the target for VMT reductions, and to provide adequate parking facilities as development occurs in the Community Plan area.

a. Policy: Allow businesses or properties which contribute to off-site community parking facilities or transit to be given some credit for satisfying their individual parking requirements.

b. Policy: The first priority for available funds shall be for projects listed in the CP Implementation Program.

c. Policy: All projects shall analyze and mitigate their traffic/air quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. Improvements listed in this element shall be added to the list of mitigation measures in Subparagraphs 93.3.C(2) and (3).

c. Policy: All projects shall be subject to the TRPA traffic/air quality mitigation fee program (Chapter 93 of the TRPA Code).

e. Policy: Provide for sufficient funding to finance the projects in the capital improvement program (CIP).

3. The Kings Beach Commercial Community Plan should promote land use changes and development patterns which will encourage the use of alternative transportation modes and reduce travel distances within the Community Plan.

a. Policy: The Plan should provide for the in-fill of existing developed areas that would utilize existing transportation facilities, while promoting alternatives to the private automobile.

4. The Kings Beach Commercial Community Plan should encourage the use of public and private transit.

a. Policy: Public transit service shall be increased. The TRPA RTP/AQP suggests the increase should be for a period of at least 18 hours per day along State Route 28. The transit service headways should not exceed 30 minutes along State Route 28 between the hours of 6:00 a.m. and 6:00 p.m. and should not exceed 60 minute headways during the remainder of the service day.

b. Policy: The provision of public and private service should be coordinated to reduce costs of service and avoid duplication of services.

c. Policy: Provide the opportunity for water transit service.

5. The Plan should develop sidewalks along both sides of State Route 28 and local commercial streets. This includes landscaping, lighting, trash receptacles and bicycle racks.

a. Policy: Implement a program through review of projects or preferably through improvement districts that provides for the street improvements.

6. The Kings Beach Commercial Community Plan should develop a bicycle recreational trails network with connections to recreation and commercial land uses.

a. Policy: Provide for a system of bicycle recreation trails in the community plan improvement program.

7. The Community Plan should implement transportation demand management (TDM)

measures to reduce the number of vehicles travelling within the Community Plan.

a. Policy: Transit fare reductions, including free fares, should be used to encourage transit use.

b. Policy: Condominiums, timeshares, hotels and motels should participate in public and private transit programs and provide transit information and incentives to their guests and residents.

c. Policy: Home mail delivery should be provided throughout the Community Plan area.

8. Transportation System Management (TSM) measures should be provided to improve the efficiency of the existing transportation system within the Community Plan.

a. Policy: Driveways and access-egress points to commercial businesses along State Route 28 should be coordinated to reduce the number of turn movements and improve traffic flow along State Route 28.

b. Policy: Parking within the Kings Beach Commercial Community Plan should encourage the consolidation of off-street public parking within the commercial areas.

9. The Community Plan for Carnelian Bay, Tahoe Vista, Kings Beach, and North Stateline all propose the completion of a follow-up study, after Plan adoption, that will examine a number of transportation issues affecting S.R. 28. This study, intended to involve Caltrans, Placer County, TRPA, and interested citizens, will examine such issues as the appropriate number of travel lanes on the highway, the use of center medians, techniques for "traffic calming," and regulation of travel speed.

C. CONTROL PROGRAM/ACTION ELEMENT

The following improvements are a list of improvements needed to implement the policies listed above. A further description, including cost and scheduling, of the improvements described below may be found in the Implementation Element.

Streets and Highways

1. **State Route 28 Improvements** - State Route 28 shall be improved to include four lanes (two in each direction with no center turn lane), Class II bikeways on each side, parallel parking in the pedestrian district, medians in the entry areas, curb, and sidewalks. The construction of the highway improvements will be in conjunction with the construction of sidewalks, curbs, drainage system, landscaping, utility undergrounding and lighting. Figure 3 shows the location of the improvements in concept.

2. Local Street Improvements - Local commercial streets shall be improved to include two travel lanes, parallel parking, and sidewalks. Some streets such as Brook may become one way with elimination of parallel parking.

3. State Route 28/267 Intersection Improvement - This intersection will be upgraded with turn lanes, scenic improvements, and medians.

4. Coon Street Intersection Improvement - This four way signalized intersection on State Route 28 will be upgraded with turn lanes and scenic improvements.

5. Bear Street Intersection Improvement - This three way intersection on State Route 28 will be redesigned to include turn lanes and a conversion of Brook Street to one way.

6. Truck Route/By Pass - Improvement of the existing truck route or relocation should be considered in future traffic studies, provided conflict can be avoided with sensitive locations such as schools and residential neighborhoods.

Parking Facilities

1. Kings Beach Parking - To meet parking requirements, compensate for lost parking due to State Route 28 improvements, achieve targets, and to provide for additional development, a series of parking lots are to be constructed. The lots shown in Figure 3 are conceptual in design and location and will require further study. The location and size of the parking shall be based on an area-wide analysis/program developed by Placer County. The CIP lists the important public parking lots.

Transit Facilities

1. TART Expansion - Increased service from TART by decreasing headways, by increasing the variety of vehicles, and by increasing the hours of operation. Possible locations of routes, bus stops, and parking lots are shown in Figure 3 and further described in the Chapter VII, Improvement Program.

2. Kings Beach/Tahoe Vista Shuttle - A shuttle that serves just Kings Beach, Tahoe Vista, and North Stateline with short headways will be provided for peak seasons.

3. Water Transit Terminals - Opportunities for water transit are included in the area of the State Park.

4. Ski/Tour Shuttles - Coordination of transit services to recreational destinations (i.e.

ski buses) will provide transit during the critical winter peaks.

5. Truckee Shuttle - Tour bus service and a TART connection to the AMTRAK train depot in Truckee will provide transit service to the area visitors.

6. Lake Tour Bus - An around-the-lake bus system will provide for longer range trips for visitors and residents.

Pedestrian Facilities

1. State Route 28 Pedestrian Facilities - The construction of sidewalks on State Route 28 is shown in Figure 4. The conceptual designs of the sidewalk system for the pedestrian area and the entry areas are shown in the Kings Beach Design Standards and Guidelines (Appendix B) and includes landscaping, lighting, trash receptacles, and bike racks.

2. Local Commercial Street Pedestrian Facilities - The construction of sidewalks on local commercial streets is shown in Figure 3. The conceptual design of the sidewalk system is shown in the Kings Beach Design Standards and Guidelines (Appendix B) and includes landscaping, lighting, trash receptacles, and bike racks.

Bicycle Facilities

1. Recreational Trail System - To improve circulation, reduce vehicle trips, and improve public access to Lake Tahoe, the CP calls for the construction of the State Route 28 trail system and the Lake Promenade shown in Figure 3. Also, included is the proposed trail connecting the Kings Beach Elementary School with the State Park.

Other Transportation Mitigation Improvements

1. Mini Van Demand/Response Fleet - Establish a mini van demand response fleet at the ski areas for visitors and employees.

2. Information and Contingency Plan - The TNT/TMA shall develop a faster and more accurate traffic information system for the traveling public and develop contingency plans for road closure and gridlock conditions.

3. Access Control - To provide for service deliveries, parking lot connectors, and alternate access, the CP calls for the consolidation of driveways and construction of service drives.

4. Traffic Control Officer - In lieu of traffic signals at critical intersections, a traffic control officer (TCO) may be utilized at peak periods.

5. Home Mail - Home mail delivery should be provided throughout the area.

6. Transportation Management

a. The State mandated Congestion Management Program (CMP) requires a Trip Reduction Ordinance (TRO). The goal of the TRO is to have employers educate, coordinate, and encourage strategies to reduce congestion and improve air quality. The County and TRPA have both adopted a similar TRO.

b. The Truckee-North Tahoe Transportation Management Association (TNT/TMA) is a group of public agencies and private firms which have joined together to develop and implement programs and projects to reduce congestion and provide for the transportation needs of the residents, visitors, and employees in the North Lake Tahoe area and the Truckee area.

c. Incentives and disincentives to promote ridership of transit can be implemented by commercial/public service/recreation employers. The incentives could be financial or convenience related. A disincentive would be to discontinue parking subsidies to employers and customers.

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Kings Beach Community Plan Chapter IV - Conservation Element

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This Conservation Element is a supplement to the Conservation Element of the TRPA Goals and Policies Plan. This element lists the required environmental targets which the Community Plan is to achieve. Also, this element describes area-wide drainage systems, scenic improvements, and a land capability and stream zone analysis updating the TRPA Land Capability Overlay Maps for this area.

A. CONSERVATION OBJECTIVES AND POLICIES

The following numbered objectives relate to the Conservation Goal Element in the Community Plan Goals section of Chapter I. To meet the objective, the following specific policies are adopted as standards.

1. Ensure the attainment and maintenance of the environmental threshold related targets established for the Community Plan.

a. Policy: Community Plan projects may rely on the incentives listed in Subelement D of Chapter VII once a public entity (such as Placer County, NTPUD, or an assessment district) makes an irrevocable commitment to implement the specific improvements as required in the Start Plan in the Target Matrix. These improvements are described in Chapter VII, Improvement Program, and will be further defined when approved by TRPA as a project.

b. Policy: TRPA may review progress on target attainment periodically and make adjustments to the targets and implementation schedules. However, once the irrevocable

commitment in Policy A above has been made, the incentives (except for substitute mitigation fees) shall be in effect until December 31, 1996.

c. Policy: The mitigation measures listed in the Target Matrix as subject to project review shall be given priority for mitigation over other similar listed mitigation measures. Projects approved by Placer County or TRPA shall not preclude future implementation of required mitigation measures. The amount of mitigation shall be commensurate with the magnitude, the impacts, and the incentives related to the proposed project.

B. ENVIRONMENTAL TARGETS

The following represents an identification of opportunities for environmental improvement associated with the Kings Beach Community Plan. Achievement of the environmental targets is an important consideration for approving CPs. Therefore, development bonuses are linked to key implementation strategies.

[A. Traffic/Air Quality](#)

[A. Traffic/Air Quality \(cont\) to C. Scenic Improvement](#)

[D. Land Coverage Reductions to H. Recreation Target](#)

The matrix indicates the projects and regulations considered for the achievement of environmental and recreational targets. The matrix indicates if the measure is (N) needed, (E) encouraged, or (O) optional for a target achievement. An (M) indicates that the measure is needed and must have an irrevocable commitment prior to utilizing the incentive program. The (X) indicates that the measure is either considered for threshold findings, is an EIS assumption or mitigation measure, is linked to the allocation of units of use, or is linked to the substitute mitigation fees. The matrix also notes if the improvement is required by other plans, e.g. 208 Plan (208), Regional Transportation Plan (RTP), TRPA Code (CDE), or TRPA/Placer County Plans (PLN).

The accompanying text in this Subelement and Chapter V further explains the matrix. Chapter VII provides further details on the key implementation strategies.

1. Traffic - The traffic situation in the Kings Beach area and throughout the region present opportunities for improvements.

Base Line: There were 1,700,000 vehicle miles traveled (VMT) in the region in 1981. Approximately 25,625 of those vehicle miles had origins or destinations in the Kings Beach Commercial Community Plan and Kings Beach Industrial Community Plan Areas.

TRPA model data indicates that in 1990, the Highway 267/State Route 28 intersection operated at level of service B during the summer.

Local air quality, i.e. carbon monoxide, is not a problem and this area is being considered for designation as an attainment area based on TRPA recommendation.

TRPA Threshold: TRPA Thresholds require a 10% reduction in Region-wide VMT. Thresholds also require attainment and maintenance of state and federal water and air quality standards.

Regional Plan Requirement: The TRPA Regional Plan requires the Kings Beach Community Plans to attain a level of service D on urban roads, and a level of service D at key intersections (may have 4 hours of LOS E). It further requires parking restrictions on congested roadways, and reduced dependency on the auto. The RTP requires implementation of improvements in the Action Element and the VMT control measures listed in the RTP EIS. The following LOS and VMT measures directly relate to Kings Beach:

VMT Measures

- a. Community Plans (1988 RTP, no longer required by TRPA) - 40,000 to 60,000 VMT.
- b. Bus Service to Truckee (N. Shore) - 4,400 VMT.
- c. Waterborne Point to Point (Region) - 11,400 VMT.
- d. TART Transit Expansion (N. Shore) - 6,700 VMT.
- e. Tahoe Vista/KB Shuttle - 100 VMT.
- f. Pedestrian improvements (region) - 6,100 VMT.
- g. Bike Trails (Region) - 9,200 VMT.
- h. Home Mail Delivery (Regional) -57,200 VMT.

LOS Measures

- a. S.R. 28 roadway and parking improvements and use of service roads
- b. Pedestrian improvements
- c. Class II bike trail on S.R. 28.

Kings Beach Commercial: The CP targets are as follows:

- a. Attain Kings Beach's fair share of the CP VMT target and provide assistance in implementation of improvements in a. through h. above. The estimated CP fair share is estimated to be a reduction of 7,500 VMT over 20 years or 3,750 VMT for the 10 year (1997) target.
- b. Implementation of the improvements which modeling shall indicate attain RTP levels of standards at EIS-selected monitoring points on S.R. 28.

Key Implementation Strategies: The following improvements are key strategies to achieving the above targets:

a. For the VMT reductions, the key strategies are:

- (1) Construct the pedestrian improvements for S.R. 28 and the commercial back streets - Estimated 280 VMT.
- (2) Implement the Tahoe Vista/Kings Beach shuttle - Estimated 55 VMT for CP credit.
- (3) Land use changes (e.g. relocating uses, concentrating uses and balancing productions and attractions) to Kings Beach - Estimated 3,592 VMT for CP fair share credit.
- (4) Construct bike/recreation trails on S.R. 28 - Estimated 120 VMT.
- (5) Provide assistance for increased TART service, transit coordination, and waterborne transit stops as listed in the CP Transportation Element and the RTP - 140 VMT.
- (6) Home mail delivery - 3,246 VMT.

b. For LOS targets, the key strategies are:

- (1) S.R. 28 Parking and Pedestrian/Bicycle Improvements (4 lanes)
- (2) Local Street Improvements
- (3) S.R. 28/267 Intersection Improvements
- (4) Coon Street Intersection Improvements
- (5) Bear Street Intersection

(6) Truckee Route/By-Pass Improvements

2. Stream Environment Zones - There has been extensive disturbance of stream environment zones (SEZ) throughout the Region and Kings Beach. The identification and mapping of SEZs in Kings Beach indicates there are restoration opportunities.

Base Line: There are approximately 42.3 acres of SEZ in Kings Beach Commercial Community Plan of which about 41.4% percent is disturbed to some extent.

TRPA Threshold: TRPA thresholds require restoration of 25% of disturbed SEZ in the Region within the 20 year life of the Regional Plan. According to the Volume III of the 208 Plan, urban areas are targeted for 1,153 acres of restoration. Of this amount, 600 acres are required to be restored by the land acquisition agencies.

Regional Plan Requirement: TRPA 208 SEZ Restoration Program initially targets 25 acres of SEZ restoration for this general area by nonacquisition agencies and property owners. The 208 Plan does not have an amount specified for the acquisition agencies in the Kings Beach area.

Kings Beach Commercial Target: The CP Stream Zone Restoration Program targets approximately seven percent or three acres for restoration in the next 20 years. Restoration required as offset mitigation for projects is not counted toward this restoration target.

Key Implementation Strategies: The following three acres are listed as possible areas for restoration. Restoration of three acres will occur in conjunction with implementation of the CIP and other proposed projects. Volume III, SEZ Protection and Restoration Program and this list may be updated as new information becomes available.

Site Restoration

1. Baldy Creek .5 acre
2. Griff Creek 2 acres
3. Cantina Area .5 acre

3. Scenic - The opportunities for scenic restoration have been identified by the TRPA Scenic Thresholds. Kings Beach has been identified by the TRPA Scenic Quality Improvement (SQIP) as in need of scenic improvements for the highway unit.

Base Line: The 1982 Inventory identifies two principal resources within the unit: Views out to the lake and the ridgelines beyond and views north to the forested mountain slopes and ridgelines. Within the Kings Beach CP portion of this unit, the two locations identified as providing significant lake views are subcomponents 5 and 3.

Travel Route Rating: 10

Scenic Resource Threshold: 9

The Kings Beach area generally needs to present a more coordinated appearance with fewer visual distractions so that viewers will be permitted to enjoy the area's positive visual qualities. Recommendations to simplify and upgrade the character and quality of the commercial strip include consistency of setbacks, attention to parking and landscaping, undergrounding of utilities, and design and sign program compliance.

TRPA Threshold: TRPA Thresholds require TRPA to attain and maintain Scenic Route Ratings at 15+ for Highway Units and 7+ for Shoreline Units.

Regional Plan Requirements: The Regional Plan requires implementation of the Scenic Quality Improvement Program (including the Restoration Program, Design Review Guidelines, Design Standards and Outdoor Advertising Standards). The SQIP requires a 27% improvement in Roadway scores and a 33% increase in Shoreline scores by 1997.

Kings Beach Target: The CP shall attain SQIP thresholds targets by 1997 through implementation of the CP Scenic Quality Improvement Program.

Key Implementation Strategies: The Kings Beach Community Plan shall achieve its target by implementing regulations and improvements that satisfy the following SQIP recommendations. Regulations of the Placer County Tahoe Area Design Guidelines and the Placer County Tahoe Area Sign Ordinance will be implemented through utilizing the North Tahoe Design Review Committee and TRPA and County staff. Implementation of the scenic improvements listed in Chapter VII and the sign improvement program will also be required to meet the following SQIP recommendations.

Issues that are most important within the Kings Beach area include enforcement of sign regulations, removal of overhead utility lines, and a general upgrading of the architectural quality of development in the area.

Figure 5

Figure 6

4. Land Coverage - The opportunities to mitigate excess land coverage are numerous throughout Kings Beach. The Conservancy, NTPUD, and Placer County have done extensive restoration work.

Base Line: Based on the updated Land Capability Map, the allowable land coverage is estimated to be ten acres. The estimated land coverage in the Community Plan area is 62 percent or 57 acres.

TRPA Threshold: TRPA Thresholds limit new land coverage to the Bailey coefficients (1% to 30%).

Regional Plan Requirement: For the next 20 years, the Regional Plan requires the implementation of an excess coverage mitigation program. This program is in Chapter 20 of the Code. Based on a six million dollar construction estimate, this program would achieve a 1.5 acre coverage reduction if applied to CP development.

Kings Beach Commercial Target: The ten year target for the excess coverage is 2.5 acres of hard coverage.

Key Implementation Strategies: The following projects will be implemented as part of project approval or CIP implementation. Those contributing to these projects may credit the contribution toward the excess coverage mitigation fee. This list may be updated as new information becomes available.

Site Hard Coverage

- a. S.R. 28 Improvements 1.0 acre
- b. 5% Rule 0.5 acre
- c. Beach Access 1.0 acre

5. Water Quality - The opportunities to implement area-wide BMPs, such as drainage systems, paved parking areas, revegetation/landscaping, and slope stabilization are numerous throughout the area.

Base Line: Less than 53% of the privately owned parcels have full BMPs.

TRPA Threshold: TRPA Discharge Standards found Chapter 81 of the Code must be attained.

Regional Plan Requirement: The Regional Plan requires the application of Best Management Practices (BMPs) to all properties within 20 years. The Regional Plan also requires the restoration of 80% of the disturbed lands within the Region. (See Chapter VII for cost estimates for curb and drainage improvements needed in the Kings Beach area.)

Kings Beach Commercial and Industrial Target: The CP shall implement area-wide drainage systems where noted in Figure 7 and implement onsite BMPs to 50% of the properties through project review or CIP programs by 1997. The 1997 CP target is a 2.5 acres reduction in disturbed lands through revegetation.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

a. **Area-wide Solutions:** When onsite solutions are not effective, the Plan proposes the option to construct a series of detention basins and wetlands, interconnected by pipes and stream channels. The basic design principles of this Plan are as follows:

(1) Use of infiltration or artificial wetlands is the preferred method for retention and treatment of storm runoff. Restored wetlands and engineered solutions may be considered as alternatives.

(2) Users and contributors to the area-wide solutions will be exempt from water quality mitigation fees and BMP infiltration requirements related to storm water storage and treatment.

(3) Implementation and maintenance by a one responsibility entity is preferred. Where feasible the system should be designed to be implemented in phases consistent with these design principles. However, upon completion it must operate as one unified system.

b. **On-site Solutions:** In addition to the area-wide solutions identified above, each project within the Community Plan Area shall be subject to Chapter 25 requirements for paving parking and drives, slope stabilization, revegetation, and providing snow storage areas.

In cases where property is not considered part of an area-wide system, drainage improvements will be required pursuant to Chapter 25.

In cases where property is part of the area-wide drainage system, but the area-wide drainage system requires onsite improvements or recommends onsite retention systems to reduce loadings, mitigation funds should be made available.

Figure 7

6. Noise - TRPA has established noise standards in community noise equivalent levels (CNEL) measured in dBA over a 24 hour period. TRPA thresholds establish different limits for different uses.

Base Line: The North Shore Community Plan EIS measured CNEL for Kings Beach in 1991 is as follows: 60.7 CNEL.

TRPA Threshold: The TRPA thresholds set the following limits: 65 CNEL for commercial areas, 55 CNEL for residential and urban recreation, and 55 CNEL for highway corridors.

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kings Beach Commercial and Industrial Target: The CP shall stay within the designated noise limits set in the CP Statement.

Key Implementation Strategies: The following programs and improvements are key strategies to achieving the above targets:

- a. TRPA shall require application of techniques for noise control such as use of setbacks, use of barriers, site design, use of vegetation, use of sound absorbing materials, and building design.
- b. TRPA shall implement the requirements of Chapter 23 of the Code.
- c. TRPA shall adopt the noise performance standards as recommended in the CP EIR/EIS.

7. Fisheries - TRPA has identified streams in the Region and has rated them as to habitat quality.

Base Line: The existing Stream Habitat Quality rating for Griff Creek is good (51 points). There are not other rated streams in the CP area.

TRPA Threshold: TRPA thresholds require the maintenance of 75 miles of excellent, 105 miles of good and 38 miles of marginal stream habitat. Griff Creek is designated to be improved to a status of excellent (71 points).

Regional Plan Requirement: The Regional Plan pursuant to the Compact, requires TRPA to attain and maintain the thresholds.

Kings Beach Community and Industrial Target: The CP shall attain a stream habitat status of excellent (71 points) for migratory fish habitat.

Key Implementation Strategies: The following programs and improvements (see TRPA restoration program for details) are key strategies to achieving the above targets:

1. Stabilize channel - 5 point increase
2. Remove barriers - 10 point increase
3. Remove or modify diversions - 10 point increase

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